

PLAIN FACTS

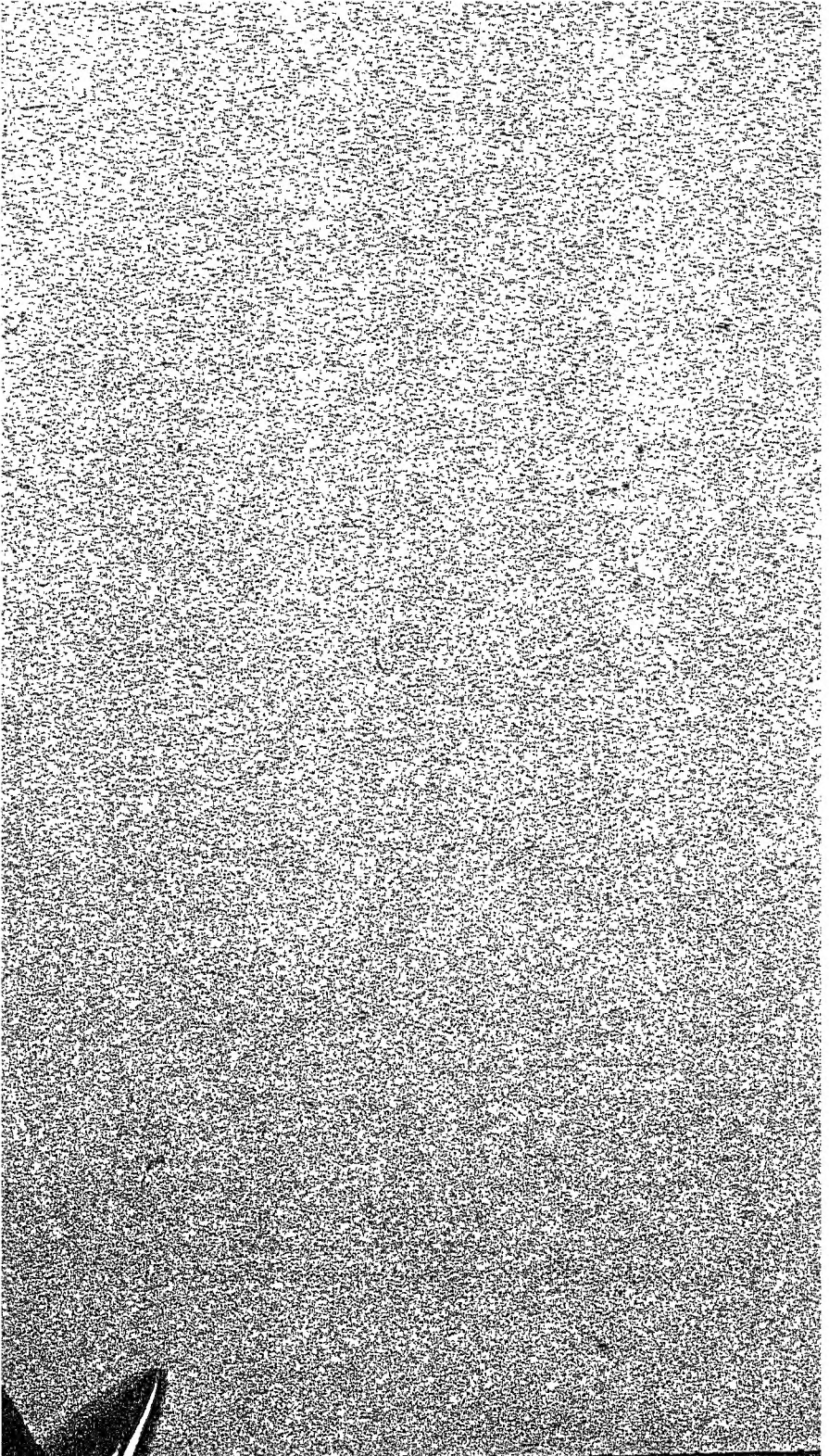
REGARDING THEM

DISALLOWANCE

Of Manitoba Railway Charters.

ISSUED IN AUTHORITY OF WINNIPEG BOARD OF TRADE.

JULY, 1887.



THE RAILWAY DISALLOWANCE QUESTION IN MANITOBA.

When the General Assembly of the Presbyterian Church of Canada met in Winnipeg a month ago, many of its members expressed a desire to obtain in a concise form some of the information supplied to them verbally relating to the question of disallowance by the Dominion Government of charters granted by the Legislature of Manitoba to railroad companies to construct railway lines within the original Province of Manitoba. Since then many applications have been made from other quarters of a similar nature, and it is to meet the demand that this pamphlet has been prepared. It is hoped that the facts submitted will give to persons residing outside Manitoba a fair and clear understanding of the true position in which our people are placed regarding this question, and will explain the unanimous action taken by our Provincial Legislature to assert our constitutional rights as a Province having every privilege and right possessed by the sister Provinces that constitute the Dominion of Canada.

THE LEGAL QUESTION.

The letters of Mr. F. Beverley Robertson in the *Mail* (dated January 29th and February 7th, 1887) proved clearly that, when the Canadian Pacific Railway contract was made, it was understood by both parties to the contract that the Province of Manitoba was not affected more than the Provinces of Ontario or Quebec, and that there was no intention to create a monopoly in Manitoba. *This position was admitted to be correct by the Minister of Justice when waited upon by the Manitoba delegates May 3, 1887, in the following words: "There is no legal or constitutional reason to prevent the Province chartering railways to the boundary; it is a*

question simply of the Government's trade policy," and it has never been disputed by the Canadian Pacific Railway Co., or by any member of Parliament on the floor of the House. We have, consequently been at a loss to understand why a portion of the press and a great many otherwise well-informed people in the East, continually refer to the "monopoly clause" as if it applied to, or in any way affected, the old Province of Manitoba; or as if we wished to repudiate any part or portion of the contract with the Canadian Pacific Railway Company. As is well known, prominent members of the Cabinet stated on the floor of the House, when recommending further aid to the Canadian Pacific Railway Company, that the disallowance of Manitoba railway charters would cease as soon as the Canadian Pacific Railway was completed, and this was used by their supporters here as a reason why they should put up with this injustice to the Province and still continue to vote for and elect Government candidates. At the last election every candidate who was opposed agreed to vote and do everything in his power to do away with disallowance. Amongst the pledges so given by the above-mentioned candidates were the following, first formulated by the most influential supporters of the Dominion Government in the city of Winnipeg :

"We feel bound, as Conservatives, and we hereby pledge ourselves, not to support any candidate for election to the House of Commons of Canada who will not pledge himself to oppose that policy to the extent of voting want of confidence in any Government that hereafter persists in it, and otherwise by every means in his power."

"These views have been adopted by the whole Conservative party throughout Manitoba, and every Conservative candidate for election in Manitoba pledged himself thereto."

Some of the reasons given for this action are as follows :

"The policy of disallowance of local charters for the construction of railways within the limits of the old Province of Manitoba retards the natural progress, not only of Manitoba and the Northwest Territories, but of the Dominion at large.

"It discourages immigration.

"It prevents the natural development of trade between the Northwest and the other Provinces of the Dominion, and in the

Northwest itself; to which natural development of trade competition in railway carriage between all the Provinces is essentially necessary.

"It is, therefore, not a policy of progress, but a policy of retardation, injurious alike to the Northwest and to the rest of the Dominion, and, as such, it is inconsistent with the principles of Conservatism."

Under these circumstances it is pretty hard to be told now that the Province having returned a majority of Government supporters, we have thereby endorsed the policy of disallowance.

The next points to be considered are :

1st. If the Canadian Pacific Railway is charging excessive rates to and between places in the Province of Manitoba; and,

2d. What effect a competing line to the international boundary will have on inter-provincial trade.

RATES.

Wheat, lumber and fuel are, as everyone knows, the most important articles in the settler's economy. Wheat is the staple product; lumber is used for the construction of his house and farm buildings; coal is an urgent necessary of life in a severe climate and on treeless plains. It is evident that, other things being equal, if the railroad rates for these three articles in Manitoba are exorbitantly high in comparison with similar rates elsewhere, farming in our Northwest cannot pay simply because it cannot compete.

Mr. VanHorne assured the Board of Trade, voluntarily, in 1882, in the most solemn words, that our fuel and lumber would be carried at cost * * * * while wheat would be carried at a bare margin over cost to assist the settlers; and that we must expect to pay fair rates for our merchandise. The following facts will show how far this promise has been kept.

WHEAT.

Mr. VanHorne lays stress upon a wheat rate of 33 cents from Calgary to Port Arthur, a distance of 1,269 miles, and relies on this rate for comparisons with other roads having a monopoly in their territory. But as a matter of fact that rate is given from all points west of Indian Head, which is only 741 miles from Port Arthur. The explanation is that no wheat is shipped from Calgary; Regina, 786 miles west of Port Arthur, being practically the most westerly

point from which grain is shipped eastward. A true and fair comparison is to compare the wheat rates in force on the Canadian Pacific between Winnipeg and Port Arthur with those between St. Paul and Chicago, Port Arthur standing in the same relation to Winnipeg and other Manitoba points as Chicago does to St. Paul and Minneapolis:

	Miles.	Per 100 lbs.
Winnipeg to Port Arthur.....	430	28 cents
St. Paul to Chicago.....	420	7½ "

So that the Manitoba settler shipping from Winnipeg has to pay four times as much to get his wheat to the Lake as the Minnesota or Dakota settler shipping from St. Paul. It was stated in the House of Commons, and is still asserted in Ministerial papers, that farmers in the northern parts of Minnesota and Dakota have teamed their wheat across the boundary to Emerson or Gretna, paying the Canadian duty, and have then shipped it by the Canadian Pacific to Port Arthur with more profit to themselves than if they had shipped it direct to Duluth from the place of growth. This is not the whole truth, Mr. Van Horne has admitted that only three carloads of wheat were dealt with in this way; and that he allowed the shippers an exceptional rate of 15 cents per 100 pounds to Port Arthur, thus virtually paying the duty for them. The customs returns show that during the year ending June 30th, 1885, only 1,798 bushels of wheat crossed the international line at Gretna and Emerson, and for the year ending June 30th, 1886, but 74 bushels crossed it. Turning to the all-rail rates for carloads, the rate from Winnipeg to Montreal by the Canadian Pacific, a distance of 1,423 miles, is 50 cents per 100 pounds. From St. Paul to New York, a distance of from 1,420 to 1,500 miles, according to the rail route taken, the rate is 32½ cents; from Council Bluffs, Ia., to New York, 1,440 miles, 25 cents per 100 pounds. That is to say, the Manitoba settler shipping from Winnipeg gets 17½ cents per 100 pounds or ten cents per bushel less for his wheat, in consequence of the higher railroad rate, than the Minnesota or Dakota settler, shipping from St. Paul; and 25 cents per 100 pounds or 15 cents per bushel less than the Iowa settler shipping from Council Bluffs. The through rail-and-boat rates for carloads hit him quite as hard. The rate per 100 pounds from Winnipeg to Fort William is 28 cents, and from there to Montreal by Canadian Pacific boats 15 cents, or 43 cents in all. The propeller

rate from Port Arthur to Montreal is 10 cents, making the through rate from Winnipeg 38 cents, as against 43 cents by the Canadian Pacific boats. On the other hand, the rate from St. Paul to Duluth by rail is seven cents and the rate from Duluth to Montreal or New York ten cents, the through rate being thus 17 cents, or less than half that imposed on the Manitoba settler. The through rate from Minneapolis to Liverpool, via Duluth, including harbor dues, etc., is 29 cents per 100 pounds. The through rate from Winnipeg to Liverpool, via Port Arthur and Montreal, is 55 cents. So that the Canadian settler is handicapped in the Liverpool market to the extent of 26 cents per 100 pounds, or $15\frac{1}{2}$ cents per bushel. It must be borne in mind, however, that this does not represent the full extent of his disability. He is much further from Winnipeg, as a rule, than the Minnesota or Dakota settler is from St. Paul or Minneapolis; and as his local wheat rate is much higher than that in force on the American side of the line, he loses heavily at that end of the shipment. The following table, compiled from the Canadian Pacific tariff, No. 61, which went into effect on April 25 last and from the St. Paul, Minneapolis and Manitoba tariff No. 2, which took effect on April 5 last, will show the difficulty under which the Canadian settler labors as regards local wheat rates in carloads:

Miles.	C.P.R. from M. & M. from	
	Winnipeg.	St. Paul.
20.....	9 cents.	4 cents.
30.....	11 "	5 "
50.....	13 "	7 $\frac{1}{2}$ "
100.....	17 $\frac{1}{2}$ "	10 "
200.....	24 "	17 "
300.....	29 "	21 "
525.....	39 "	30 "

Now compare the local and through wheat rates on the Grand Trunk Railway in Ontario and Quebec and those prevailing on the Canadian Pacific Railway in Manitoba and the Northwest as shown by C. P. R. Western Division Tariff No. 61, April 25th, 1887, and G. T. R. Tariff No. 14, April 25th, 1887:

LOCAL RATES.

	Miles.	Per 100 lbs.
C. P. R., Brandon to Winnipeg.....	133	20 cents
G. T. R., Stratford to Bowmanville.....	131	13 "
C. P. R., Moose Jaw to Winnipeg.....	398	34 "
G. T. R., Brantford to Montreal.....	403	17 $\frac{1}{2}$ "

THROUGH RATES.

	Miles.	Per 100 lbs.
C. P. R., Winnipeg to Toronto.....	1287	50 cents
G. T. R., Ingersoll to Halifax.....	1283	31½ "

LUMBER.

The rate from Rat Portage, the shipping point for the Lake of the Woods Mills, to Winnipeg, a distance of 133 miles, is for green lumber \$4.65 per thousand feet; for dry lumber 15½ cents per 100 lbs. Hull is to Montreal what Rat Portage is to Winnipeg, as regards the lumber supply. The rate from Hull to Montreal, a distance of 120 miles, is for green lumber \$1 per thousand; for dry lumber 5 cents per 100 pounds.

COAL.

The rate from Fort William to Winnipeg, 423 miles, is \$5 per ton or one and one-fifth cents ton per mile. A rebate reducing the rate to \$3.01 per ton is allowed to dealers importing 10,000 tons or upwards. This makes the rate for large shipments seven-tenths of a cent per ton per mile. The rate on the Intercolonial, which the Maritime members say is too high, is three-tenths of a cent per ton per mile. If the Manitobans were granted the Intercolonial rate, imported coal could be sold in Winnipeg for \$1.75 per ton less than at present; and at Portage la Prairie, Brandon and other points at a proportionate reduction; whilst domestic coal from the Northwest mines could be laid down at Winnipeg for \$2.00 per ton below the present price.

Having seen how grievously the Manitoba settler is handicapped by the tolls collected on his grain, fuel and lumber, it is well also to show the freight rates charged on his general merchandise by the Canadian Pacific Railway:

	Miles.	Class.				
		1	2	3	4	5
C. P. R., Port Arthur to Winnipeg.....	430	\$1 33	1 12	90	69	63
G. T. R., Montreal to Stratford, Ont.....	421	44	39	33	28	22
C. P. R., Port Arthur to Portage la Prairie.....	486	1 41	1 18	94	71	64
G. T. R., Montreal to Glencoe, Ont.....	483	44	39	33	28	22
C. P. R., Port Arthur to Brandon.....	562	1 58	1 32	1 05	79	71
G. T. R., Montreal to Windsor.....	562	48	42	36	39	24
C. P. R., Port Arthur to Emerson.....	496	1 33	1 12	90	69	63
G. T. R., Montreal to Sarnia.....	501	48	42	36	30	24
C. P. R., Winnipeg to Oak Lake, Man.....	166	78	66	53	41	37
*C. P. R., Winnipeg to Oak Lake, Man.....	166	67	57	46	36	32
G. T. R., Montreal to Kingston, Ont.....	163	22	19	17	14	11
C. P. R., Winnipeg to McLean, N.W.T.....	332	1 15	97	78	60	54
*C. P. R., Winnipeg to McLean, N.W.T.....	332	99	83	67	52	47
G. T. R., Montreal to Toronto.....	333	28	25	21	18	14
C. P. R., Winnipeg to Pense, N.W.T.....	373	1 23	1 03	84	64	58
*C. P. R., Winnipeg to Pense, N.W.T.....	373	1 05	88	72	55	50
G. T. R., Montreal to Hamilton, Ont.....	373	30	26	23	19	15

*NOTE.—This is a special rate given only to wholesale houses on freight shipped to retail merchants in the country.

C. P. R. Western Division Tariff, Nos. 61 and 62, April 25 and May 1, 1887.
G. T. R. Tariff No. 104, April 23, 1887.

If the people of Ontario and Quebec consider the freight rates paid by them to be excessive, let them calmly and dispassionately ponder over the position of the settler in Manitoba who is starting anew in life to make a home for himself and his family, taking the above comparisons as a key to the situation.

Having compared the rates of the Grand Trunk with those of the Canadian Pacific, it is but just that the rates of the latter should also be given, so that it may be seen how that road deals with the freights of the farmers on either side of Lake Superior. The Canadian Pacific, as compared with itself, is as follows :

C. P. R. LOCAL MERCHANDISE RATES.

	Miles.	Class.				
		1	2	3	4	5
Montreal to Ottawa.....	120	\$0 15	0 13	0 11	0 10	0 09
Winnipeg to Douglas.....	122	67	57	46	35	32
Winnipeg to Douglas (special wholesale).122		58	49	40	31	28
Ottawa to Toronto.....	260	36	32	27	23	18
Winnipeg to Broadview.....	264	1 00	84	68	52	47
Winnipeg to Broadview (special wholesale)264		86	72	59	45	41

C. P. R. Western Division Tariffs 14 (June, 1886), and No. 61, April 25, 1887.

C. P. R. Eastern Division Tariffs 4 (Nov., 1886) and No. 24, May 2nd, 1887.

How deeply the management of the Canadian Pacific Railway are interested in preserving their monopoly and the above extortionate rates, may be estimated from the fact that the company pay to the St. Paul, Minneapolis and Manitoba Railway Company twelve per cent. of the gross freight earnings between Port Arthur and Winnipeg, and the latter company's line being the only one in the United States which has hitherto had a connection at the southern boundary of Manitoba. In return for this bribe, extorted from Canadian pockets, this foreign corporation effectually chokes off all competition between the Province and the East by a southern route. How much this bribe amounts to annually is a secret well hidden from the Canadian public, but we can state on good authority, that for the past year it aggregated in the neighborhood of \$400,000.

INTER-PROVINCIAL TRADE.

Following is part of a resolution passed by the Winnipeg Board of Trade, on the 1st February, 1887 :

"Your Board is desirous of impressing upon the people of the older Provinces that its efforts to get free from railway monopoly are not dictated by any desire to make the markets of this Province in the United States. On the contrary, its sole aim is to secure railway competition between Manitoba and these older Provinces, where the ties of Confederation and a system of national tariffs point to us our natural markets. The Board adheres to the principle that transportation between the Northwest and the East, facilitated and cheapened, must necessarily increase the trade intercourse between the two."

The money saved by the people of this Province on freight rates gives just that much more cash to pay for merchandise in Eastern Canada, where, apart from the all-powerful consideration that our business connections are already established, the high Customs tariff now in force compels us to purchase our goods. If goods were carried from the United States markets to Manitoba free of freight charges it would fail to counterbalance the Customs duties imposed on imports from those markets. This effectually answers the misleading statements made by Mr. VanHorne and other interested persons that a connection with the American system of railways at the boundary line would make the market of this Province in the United States, instead of in Eastern Canada. The lower the freight rates enjoyed by the Manitoba settler the greater will be the benefit to the business community of Ontario and Quebec.

The whole matter has resolved itself into the question as to whether this Province has or has not the full rights enjoyed by the other Provinces. Would the Dominion Government ever dream of forbidding the people of Ontario to build lines from the Canadian Pacific Railway to the frontier? We believe we are the equal of the other Provinces of the Dominion of Canada, and will insist on being recognized as such; and knowing that we have a constitutional right to build a railroad to the boundary, our Legislature, consisting of 35 members, unanimously determined on doing so, and the Government, as instructed by the Legislature and supported by the whole population of the Province, are proceeding with the work undeterred by the foolish threats of the President of the Canadian Pacific Railway Company and his subsidized press.

As to the justice or injustice of the exercise of the power of disallowance by the Dominion Government in connection with this united effort of the people of Manitoba, we quote the following article from the *Winnipeg Sun* of July 13th, 1887:

"New interest has been created in the alleged right of the Dominion Government to veto legislation within the constitutional powers of a province, by the opinions upon that point recently expressed by Messrs. Blake and Mowat. These gentlemen say that the technical right exists, but not a constitutional right; inasmuch as the technical right has been used for the purpose of accomplishing a constitutional wrong. It is, therefore, proposed at the approaching Interprovincial Conference to seek Imperial legislation, with a view to removing entirely a power that has been so grossly abused.

The facts in connection with this veto power have been frequently presented to our readers, but reiteration at the present time can do no harm.

The veto power of the Governor-General-in-Council is found in the fifty-sixth, fifty-seventh and ninetyeth paragraphs of the British North America Act, which in effect say that any bill passed by the general parliament shall be subject to disallowance by Her Majesty within two years, as in the case of bills passed in the legislatures of the provinces before the Confederation, and in like manner any bill passed by a local legislature shall be subject to disallowance by the Governor-General-in-Council within one year after the passage thereof.

It has frequently been pointed out that it was never the intention of the framers of the Confederation Act to give the Federal Authority power to legislate in respect of those matters on which the provincial legislatures had been given power to legislate. To veto a particular local act would be to legislate it, because it would remove from the provinces the exercise of a power that, under the mutual agreement which became the basis of Confederation, was to be conferred upon them. It is therefore in order to inquire why a power was vested in the Federal Authority that seems calculated, on the face of it, to deprive the provinces of the rights which the Confederation Act was intended to secure to them and thereby to destroy the very basis of the union.

We have already explained that a veto power had hitherto existed over colonial legislation, in the Imperial authorities, but had

been seldom exercised. To prevent the provincial legislatures from going beyond their jurisdiction, it was felt that the power must rest somewhere, and as it might be inconvenient to have the provincial legislation going to England, it was decided best to have it made subject to the Federal veto. The proposal, however, met with many objections; and fears were entertained that the power would be greatly abused. Let us see what transpired :

Hon. Mr. Sanborn—"It was a wise power and commended itself to all. It was, however, not an ordinary power to be commonly resorted to, but an extreme power and one almost revolutionary. * * * And it would not be frequently exercised without destroying the very foundations of society and occasioning evils of the greatest magnitude."

Mr. Sanborn's fears are in danger of being realized.

Sir Hector Langevin—"We are not to suppose that the intention of the veto power is that every bill passed in the local legislatures will be reserved for the sanction of the Central Government. That reservation will take place only in respect of such measures as are now reserved for Her Majesty's sanction. *

* All local interests will be submitted and left to the decision of the local legislatures."

Here we have full vindication of the contention that we have just been making, viz: That the intention of the framers of Confederation was that this veto power should only be used as the Imperial veto had theretofore been used, viz: seldom or never. Nor was it the intention that all provincial legislation should be subject to Federal supervision.

Hon. Alexander Mackenzie—"I think it is quite fair and safe to assert that there is not the slightest danger that the Federal Parliament will perpetuate any injustice on the local legislatures, because it would cause such a reaction as to compass the destruction of the power thus unjustly exercised."

Mr. Mackenzie's argument has considerable force when applied to the larger provinces, but it provides little remedy for provinces with small representation. These are left at the mercy of the Federal power.

Sir John Macdonald—"The rights of self-government heretofore conceded to the several provinces are not in anywise impaired by their having entered into a Federal compact, and no infringement upon those rights which would be at variance with constitutional usage, or with the liberty of action previously enjoyed by the provinces when under the direct control of the Imperial Government, would be justifiable on the part of the Dominion Executive."

Here is the whole case in a nutshell. Sir John Macdonald condemned in most unequivocal language by himself.

Hon. George Brown—"By giving a veto for all local measures we have secured that no injustice shall be done without appeal in local legislation."

The use of the word "injustice" by Mr. Brown clearly indicates one of the main reasons why a veto power was provided. It is known that he was afraid that the Protestant minority in Quebec might be persecuted by the Roman Catholic majority, and therefore sought to provide a remedy for oppressive legislation. Nothing could have been further from his thoughts than any idea that a general weapon was being placed in the hands of the Federal authorities with a view to restricting the legislative rights of the different provinces.

It is clear from the quotations made that the veto power is merely an executive power, and that it should be exercised only in the extreme cases in which it was exercised by the Imperial Government prior to Confederation. The quotations show that within the exclusive jurisdiction allotted to the various provinces there should be no interference except in cases of injustice. If any act should be passed while clearly within the jurisdiction, but affecting some particular portion of the local community unjustly, or in some way encroaching upon the individual rights of persons in the province, then the power should be exercised, but clearly the power should not be exercised when the province is acting within its jurisdiction and its legislation does not work any injustice on any portion of the community. Where the province is a unit on a particular subject within its jurisdiction no interference should be recognized. Any such interference would clearly be an infringement of the right of self-government enjoyed by the provinces prior to Confederation. Sir John Macdonald, himself, clearly stated that

the rights of self-government enjoyed by the provinces were not to be impaired by the Federal Union and thereby shows that no justification exists for the course pursued by the Government towards Manitoba. It certainly, therefore, is time that steps were taken to secure the necessary Imperial legislation for the removal of a power that has been unconstitutionally exercised."

Nothing but competing lines of railway in this Province will secure settlers and induce capitalists to invest in the Northwest.

Mr. VanHorne has been interviewed time and again by deputations asking for reductions in freight rates, but he only rebuffed the deputations. Within a week the C. P. R. has found it expedient to reduce the local freight rates on their line in British Columbia from FIFTY TO NINETY PER CENT., and yet the organs of the company in Eastern Canada had previously the audacity to state that they were not too high, and that up to the day the reduction went into force. These same journals are informing their readers that the Manitobans have simply to request the Canadian Pacific Railway Company to lower the rates, and, if refused, to appeal to the Dominion Government for relief. The fact is well known to be that the Government practically has no control over the C. P. R. rates until that company is earning 10 per cent. on the capital invested in the road, both by the railway company and the people of Canada. If the people of this province have to submit to the monopoly until that occurs the present generation will never get relief.

That the farmers of the Northwest have managed to exist during the past few years under the oppressive burdens thus loaded upon them, furnishes a strong proof of the natural advantages in soil, climate, and other details which they have found in this great broad prairie land; and let them only have the competition in railways which is now guaranteed to the older Provinces of the Dominion, and the Northwest will soon develop a cure for every evil which now rests upon it, and become in a very short time one of the most prosperous agricultural countries in the world.

Resting our case upon the foregoing collection of incontrovertible facts and figures, as Canadians as well as Manitobans, we appeal to the free people of Canada at large, assured that in the minds and hearts of the citizens of every other province of the Dominion there exists the feeling that from Atlantic to Pacific all shall enjoy

the same freedom as themselves ; and in first appealing on grounds of justice, we do not fear to test our appeal by justice in its sternest sense. We ask for no injustice to be placed upon any person, corporation or community. We ask for the cancellation of no contract or agreement which has been assented to by the Dominion of Canada or any portion thereof. We ask for the abolition of no privilege or advantage guaranteed by the Dominion or any portion thereof to any individual corporation or community. We ask for no aid from the tax-payer of the Dominion in our efforts to free ourselves from the withering monopoly with which we are unjustly burdened. But we ask for the privileges guaranteed to every province in Confederation by the British North America Act ; for the guarantees made to Manitoba by the Dominion Act, creating the very corporation which now holds the grasp of monopoly upon our province and its people ; for the cessation of the abuse of the Vice-Regal veto power, in direct contradiction of the statements and pledges of the leader and other members of the present Government, made by them when the veto power was first entrusted to Canada ; and lastly, we ask for a redemption of the pledges made by members of the same Government, but faithlessly broken in order that one hundred thousand struggling pioneers of this prairie province may be crushed and trampled upon to secure a purely imaginary financial gain to one soulless corporation.

But we appeal to our fellow-citizens of Canada on national trade grounds, where the financial interests of all Canadians are concerned. A system of national tariffs has made the large cities and manufacturing centres of Old Canada the purchase markets of the whole Dominion, and no portion of the Dominion has had to bear more of the burden and reap less of the benefits of this tariff system, than the Northwest. Yet its people have supported this very tariff system in a desire to secure unity of Canadian trade. Now they and the people of the east are told, that there shall be but one common carrier of merchandise between the East and the Northwest, which shall tax with impunity the trade intercourse between the new and the old portions of the Dominion, and out of the exorbitant rates thus extorted from the people of Canada at large, pay to a foreign railway corporation a heavy percentage of the charges on the supplies shipped by the eastern manufacturer to the

western pioneer. It seems almost folly to ask: Can trade be free and prosper between its scattered elements throughout the Dominion when their intercourse is in the grasp of a monopoly, which thus plunders them to pay tribute or hush money to a foreign corporation? To you we appeal to assist us by your moral support, in one effort, to break this iniquitous compact, which taxes the Canadian to enrich the foreigner; to assist us in facilitating and cheapening transportation between all portions of our Dominion, and thus making Canadian trade what it ought to be—one concentrated whole.

Lastly we appeal upon grounds of Confederation. Our confederation of provinces never was intended to, never can, and never will be, with the consent of the free people composing them, a union of conquered and consequently oppressed petty states, but a union of free and representative peoples' unitedly possessing all the necessities to become in time a great nation. Only upon grounds of equality can these members of our Confederation grow up in harmony and prosperity, and wherever a departure is made from this principle of equality, as has been with the railway rights of Manitoba, the seeds of discord are sown, and Confederation exists only in name, and upon the power of the strong to oppress the weak. We cannot believe that the people of Canada desire a policy like this, which will naturally produce discontent, if not a stronger feeling, in a portion of the Dominion to which they belong, and in the prosperity of which they are so deeply interested. Much less do we believe that they will favor such a policy, to secure an imaginary advantage to a solitary corporation, a policy the Dominion Government seeks to enforce with the sacrifice of every principle of good faith on its part, and under the gauzy subterfuge of a trade policy. With this appeal we rest our case with the people of Canada, with the confidence that with them our rights will be respected.